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The total turnover of freight in domestic ports realized in 1949 was 66 percent more than in 1947 excluding newly liberated areas and 18 percent greater than in 1948. The total turnover of passengers in 1949 increased 16.2 percent over 1947.

The 1949 capital construction plan for the merchant marine was realized by 67 percent. During 1949, the Zagreb, the Skoplje, and the Sarajevo were added to the Yugoslav merchant marine.

The Zagreb is 101.8 meters long, 14 meters wide and 8.3 meters high up to the main deck. It has a displacement of 6,100 tons a capacity of 3,100 gross registered tons, a carrying capacity of 3,904 tons, a 2,275-horsepower engine, and a speed of 14 knots. It can accommodate 17 passengers. The Hrvatska was completely repaired in 1949 in a Yugoslav shipyard, while the Srbija was under construction in the Netherlands. The total tonnage of all these ships is 23,197 gross registered tons.

In 1949, 613 meters of new wharfs were constructed. Of these, 47 percent were constructed in Rijeka alone. In that year, wharf construction surpassed that of 1947 by 21 percent and that of 1948 by 13 percent. Thus far, 67.4 percent of the Five-Year Plan for wharf construction has been completed.

TURNOVER OF SHIPS, FREIGHT, AND PASSENGERS IN YUGOSLAV PORTS

Pomorstvo, No 3 Mar 50

The following table shows the postwar increase in ship, freight, and passenger traffic in Yugoslav ports as compared to 1939 (1939 equals 100):

	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Ships	107	182	221	116
Freight	129	150	212	252
Passengers	154	253	343	274

Statistics for 1939, 1946, 1947, and 1948 refer to the turnover in 292 ports, and those for 1949 only 92 ports.

The following table shows the increase in the number of ships docking and the amount freight and passengers loaded and unloaded in principal Yugoslav ports after the war (1939 equals 100):

	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
<u>Rijeka</u>				
Ships	154	139	160	162
Freight	41	64	109	143
Passengers	109	182	288	447
<u>Sibenik</u>				
Ships	48	97	87	88
Freight	86	65	75	136
Passengers	142	195	191	184

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	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
<u>Split</u>				
Ships	71	156	142	102
Freight	118	113	137	65
Passengers	164	201	263	246
<u>Ploce /Kardeljevo/</u>				
Ships	100	156	129	93
Freight	100	94	105	94
Passengers	100	116	115	138
<u>Dubrovnik</u>				
Ships	61	74	56	65
Freight	61	39	66	70
Passengers	88	130	147	144

Data for Rijeka include the entire Rijeka-Susak harbor.

According to the table, the 1949 turnover in Split seems smaller than in previous years. This is because the data up to 1949 include data on Split and the Vranje Basin, while the 1949 data include only data on Split Harbor and North Harbor.

Traffic data for Dubrovnik include Dubrovnik I and II (Gruz); 1949 data apply only for Dubrovnik II.

NEW GRAIN ELEVATOR FOR RIJEKA

Pomorstvo, No 3, March 50

In the beginning of February, a new grain elevator, with a capacity of 9,000 tons, was put into service in Rijeka harbor. The grain elevator is equipped with three elevators, each of which has a capacity of 80 tons per hour.

The elevators are driven by 39 electric motors. A transformer station of 1,800 kilovolt amperes will furnish power to the grain elevator and to the electric motors of the 5-ton cranes on the Belgrade and Vladimir Nazor wharfs.

SHIPYARD CONSTRUCTS NEW TUG

Pomorstvo, No 3, Mar 50

The "3 Maj" Shipyard recently constructed the tug Proleter. After the Udar-nik and the Borac, this is the third tug constructed in domestic shipyards. The Proleter, which has a 600-horsepower engine, has been assigned to the "Brodospas" Enterprise.

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